SCOTT AVIATION CELEBRATING 1932 50 1982 YEARS of Protection AVIATION

OPEN HOUSE | NOVEMBER 14, 1982 | LANCASTER, N.Y.

SCOTT AVIATION CELEBRATES FIFTIETH ANNIVERSARY

This year marks a special occasion in our corporate history as we celebrate the fiftieth anniversary of Scott Aviation. From a one-man operation in a small basement workshop in Earle Scott's home in Lancaster, New York to a multi-plant operation in four states is a considerable achievement. We take pride in sharing this accomplishment with you, our employees, who have helped to make the reputation Scott has achieved so highly regarded throughout the world today.

Founded in 1932, one of our first products involved a contract for oxygen regulators for British fighter aircraft. In turn this led to other aviation items for American military and commercial aircraft. Through our engineering efforts, the idea for the first firefighter's protective air-breathing apparatus evolved from a pilot's oxygen walk-around cylinder, and in 1946 we received U.S. Bureau of Mines approval on the Scott Air-Pak®.

Many improvements and innovations have taken place in the Air-Pak unit over the years; the Scott-O-Vista facepiece (the first wide-vision full facepiece); the Speak-Ezee mask-mounted voice amplifier; the first Pak-Alarm; airline and hoseline respirator systems; a new lightweight breathing air cylinder with pressures up to 4500 psig; a four-hour Rescue-Pak for the mine services; and a complete line of demand and pressure-demand units for time periods ranging from 15 minutes to one hour duration. Thousands of Scott Air-Paks are in use all over the world today; many units over 25 years old are still in active service....a record of which we are extremely proud.

The field of aviation has seen many contributions from Scott Aviation. The Composite Regulator found on board many commercial aircraft today does the job a series of regulators used to do years ago. EEBD has also found application on commercial aircraft, providing crew members with respiratory protection from smoke-filled and oxygen deficient atmospheres. Scott is the first to develop and introduce a lightweight oxygen system to the aviation industry. This system will be available in the 4th quarter of 1982. Scott is again first in the development and refining of chemical oxygen which, coupled with Passenger Service Units manufactured at the Sierra facility, provide a complete oxygen system for commercial airline passengers.

The Combustible Gas Detection Instrumentation group has also taken great strides in its respective industry. The 9000 Series Continuous Instrument has cornered much additional business for Scott since 1976. Since then the Multi Channel Quadraflex, which can monitor for 16 combustible gases at one time, was developed and has been very well accepted in the industry. A two channel Quadraflex has also been developed offering the user greater variety in combustible gas detection. A new line of portable instruments made its debut last month.

Other Scott product lines have expanded, too. Air-Purifying products now include a variety of chest and chin-style gas masks and Twin Cartridge Respirators for respiratory protection in oxygen-rich atmospheres which contain toxic gases, mists or vapors. The Industrial First Aid line has

Edward J. Fierle, President
Scott Aviation

expanded in the types of kits available. EEBD has received NIOSH approval making it marketable for use in high rise buildings, industry, hotels and transportation lines.

As our manufacturing plants in Western New York have increased in size to accommodate the growing demands for all of Scott's products, our parent company Figgie International Inc. has acquired several related companies to further enhance Scott's manufacturing abilities. These include the Sierra Madre and Monroe facilities. These additions have totaled Scott's employment rolls at over 1500 employees dedicated to Scott quality and reliability.

I would like to take this opportunity to express my sincere thanks to each of you who shared with us in achieving our goals in the past. We look forward to even greater success for Scott products and Scott employees in the future.

SCOTT OPEN HOUSE HAPPENINGS

Demonstrations will take place at Data Processing at Plant 1 and at machining centers at Plant 2.

Fire Hats and Balloons for children will be given away in the Industrial Relations Department at Plant 1.

Look at Page 5. If you find a gold star, go to the Machine Shop - Plant 2 to pick up a Scott Logo. They are made of aluminum and anodized in black.

The Scott Aviation Movie will be shown at the Plant 5 Cafeteria entitled, "Standard for Living."

A Video-tape will be shown at Plant 2 Cafeteria featuring Lancaster's Aviox Department, Plant 3 and Scott's South Haven and Monroe facilities.

Light Refreshments will be served at Plant 1 Cafeteria between 12-4 P.M.

An Employees' Auction will begin at 4:30 P.M. in the tent next to Plant 1.

Shuttle Buses are available for your convenience between Plants 1 and 5 from 12 Noon until 5:30 P.M.

What is a **CUSTOMER?**

A CUSTOMER Is the most important person in any business.

A CUSTOMER Is not dependent on us—we are dependent on him.

A CUSTOMER Is not an interruption of our work—he is the purpose of it.

A CUSTOMER Does us a favor when he calls —we are not doing him a favor by serving him.

A CUSTOMER Is a part of our business—not an outsider.

A CUSTOMER Is not a cold statistic—he is a flesh and blood human being with feelings and emotions like our own.

A CUSTOMER Is not someone to argue or match wits with.

A CUSTOMER Is a person who brings us his wants—it is our job to fill those wants.

A CUSTOMER Is deserving of the most courteous and attentive treatment we can give him.

A CUSTOMER Is the lifeblood of Scott and every other business.

Versatile Landmark Conserves Energy

May, 1979 — In these times of energy consciousness, many industrial dollars are being funneled into Research and Development in a search for more efficient uses of valuable resources. Scott Aviation, a Division of A-T-O Inc., in Lancaster, New York, has been no exception in the effort to conserve valuable resources.

In 1979 Scott plans to save up to 100% of the gas required for heating the Scott A-T-O water tower and up to 95% savings in water presently being used to cool equipment such as air compressors, degreasers and air conditioners.

The Scott water tower, built in 1960, was originally installed to meet basic minimum specifications set by our fire insurance carrier. A certain minimum water pressure to activate the automatic sprinkler system had to be maintained, and during those years the town of Lancaster could not offer such a guarantee. As a result, plans for the water tower were drawn and construction began on a landmark that has become a familiar sight to many Western New Yorkers.

With the building of a water tower comes a multitude of factors to consider, with maintenance ranking among the most costly. Heating dominates the bulk of the maintenance dollar and with the constant rise in natural gas prices this is not likely to change.

Why heat a water tower anyway? Simply because when the temperature drops below 32 degrees F. water freezes. When those prevailing northwesterlies begin their sweep down across Lake Erie, temperatures dip into the low teens and on occasion even lower. Wind chill factors of 80 and 90 degrees below zero become common and THIS is what can freeze 100,000 gallons of water in a matter of hours.

To combat this problem, gas-fired boilers were built into the original plans to keep the water temperature at a minimum of 42 degrees F. throughout the winter months. As Lancaster's water system has improved over the years, the necessity of the tower as a safeguard to possible fire has decreased. The Scott water tower has merely become a back-up system. However, the cost of natural gas has increased more than 300% since 1960 and water has had recent increases of over 19%.

John Millikin, Director of Properties and Facilities Planning at Scott Aviation, felt there had to be a better way to realign heating costs which would create a more satisfactory balance between the value of the tower to Scott and increasing natural gas prices.

Energy conservation was the best solution and John Millikin, together with Roger Freeman, Manager of Plant Engineering, developed an idea that would not only reduce the company's need for natural gas but also conserve water that was being wasted to the sewer system.

Why not recycle the water from the tower to cool Scott's three massive compressors, degreaser, vacuum pump and air conditioners? In turn, this water, heated by the process equipment, could be routed back to the tower where it would maintain a water temperature above 42 degrees F. It sounded good in theory, but would it work when it came down to actual application?

VSSR Associates' architects and engineers said, yes! Comprehensive studies were conducted on the proposed system. VSSR's Raymond Johnson conducted a thorough search to compare findings with those of other industries which had implemented similar systems; however, no system like this had ever been designed before.

With new ideas, obstacles seem to come also. A system like the one proposed would lend itself very well to energy conservation during Buffalo's cold weather season but what would be the effects of summer temperatures soaring into the eighties and nineties? Would the water in the tower be too hot to continue to cool the compressors and other machinery? If so, how could it be cooled? Would the system defeat itself during the summer months?

The water tower, which was built in 1960, served as a landmark for small aircraft pilots.

Using Heat Transfer Tables, Design Heat Transmission Coefficients and Local Climatological Data from the U.S. Dept. of Commerce, Raymond Johnson of VSSR calculated that the system water temperature with a planned process cooling load would not exceed 90 degrees F. during the summer months. The idea would work!

Cost estimating was next to be considered. Pipe sizes, pump capacities, valving, an underground water return tank, pressure alarms, temperature recorders, insulation, excavation, etc. Could it be justified? A-T-O, Scott's parent company in Willoughby, Ohio, gave the green light immediately when it was shown the system would pay for itself within two years.

After insurance company approval, the John W. Danforth Company started work in May, 1979, and the system became fully operable in July. Since then, water and gas consumption has been substantially reduced with few problems.

Merger of Scott Industries with "Automatic" Sprinkler Approved

Cleveland, June 27, 1968 — Stockholders of "Automatic" Sprinkler Corporation of America at the annual meeting today voted to authorize shares to complete the acquisition of Scott Industries, Inc., Lancaster, N.Y.

"Automatic" will acquire the assets of Scott Industries for 75,470 first series convertible preference shares with a par value of $1.00. The shares will have a liquidating preference of $100 and will be convertible into 3.48 common shares for each preference share.

Scott produces and sells protective breathing apparatus, oxygen cylinders and regulator assemblies for fire department, industrial safety, military and civilian aircraft use, survival kits for military jet aircraft crews and safety masks. Another important area of concentration includes hydraulic cylinders and components for use on mobile equipment. The company also has a Canadian division. The company's sales were approximately $16 million in 1966 and net income was about $492,000.

In a related action, shareholders of Scott Industries, meeting in Lancaster, N.Y. approved the transaction with "Automatic" Sprinkler.

Founder Earle M. Scott and current President Edward J. Fierle posed for this photo at the Lancaster Opera House in October 1982 during Scott Aviation Night.

Monday Morning Meetings

October 1940 — I believe it was in 1940 that we started holding these Devotional Services at 10:00 A.M. every Monday morning. Our entire staff of 225-250 persons attend, (with the single exception of the Telephone Switchboard Operator who must stay at her post to tell our callers that we are momentarily unavailable.)

If I am in the plant, I lead the Services, held in our cafeteria, opening with "America" or another patriotic song. In my absence, my place is taken over by our Treasurer, Bob Pollock. After the song, he reads a Psalm or, depending on the season, some other short passage from the Bible.

That is followed by the Lord's Prayer, in which nearly all join in. Often, but not always, I speak for five or ten minutes on a timely subject. It may be an explanation for a forthcoming rise or fall in sales or production. It may praise and/or thank the group for a recent achievement. The purpose of this portion of the Meeting is to keep our employees well informed about our (and their) immediate and future prospects.

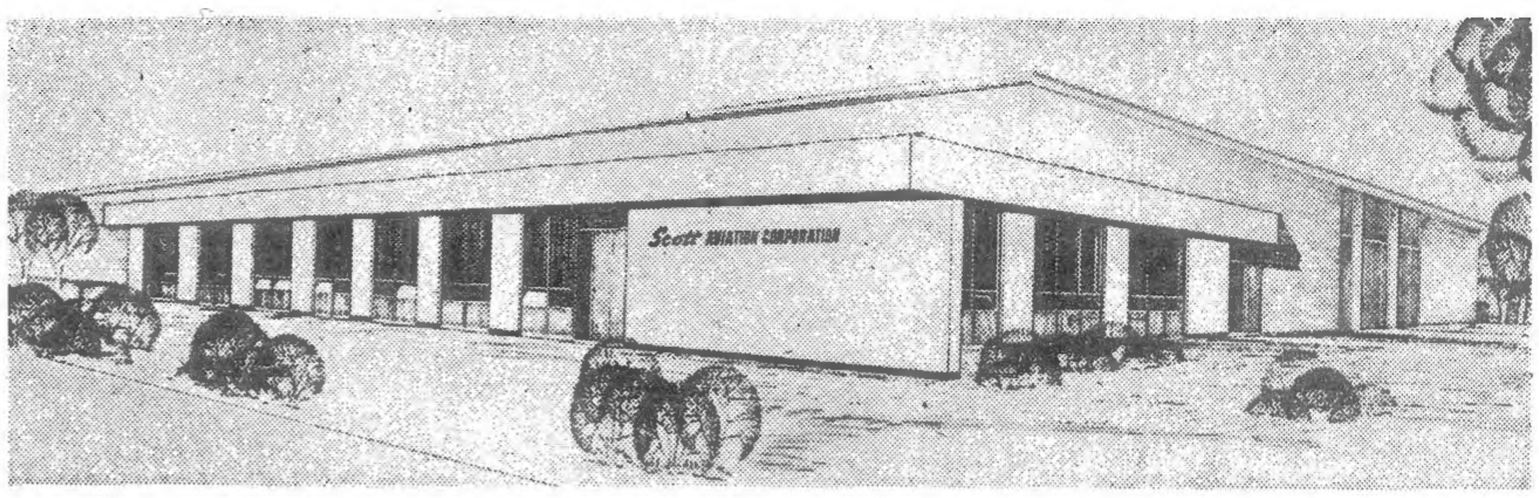
It is extremely difficult for me to point to any specific reactions. We've had scoffers both within and without the organization. Few, if any, of those within our organization remained skeptical for long. Perhaps our sincerity and the lack of any "selling" convinced such persons that we were seeking no commercial benefit.

I have rarely heard any reaction from the community in which we operate and live perhaps because only those people close to our employees know of or know much about this Monday Morning Meeting, or perhaps because we've never deliberately attempted to publicize it believing that publicity might appear to be a means of our gaining some unethical advantage from our Meeting.

One big advantage we've gained is in the satisfaction that comes with giving God a few moments of tribute and thanks. One other advantage that we who lead these Meetings and who are the top management of this company certainly gain is the knowledge that we are less likely to be unfair to our employees after having, by our public actions before them, represented ourselves as being otherwise inclined.

I do not know the overall effect of these Meetings. If it has no other effect, it places employees and management for a short time each week in an atmosphere of kindliness that can only spring from mutual humility toward and praise of our Maker. One cannot repeat the Lord's Prayer in unison with one's fellowman without absorbing a little of the spirit of Christ from that experience.

Ea D Scott



An artist's drawing of Scott Aviation's planned new machine shop.
. . . . .ground breaking in May, production in August 1965.

SCOTT AVIATION TO BUILD $400,000 MACHINE SHOP

By Donald J. Norton

May 1, 1965 — Scott Aviation Corp. announced Friday that it will build a $400,000 machine shop across Erie St. from the firm's main plant in Lancaster.

"We've simply outgrown our existing facilities, particularly the machine shop," said Chairman Earle M. Scott at the firm's annual stockholders' meeting.

"Construction of a new machine shop to reduce costs and increase our ability to produce new products will make this division more competitive and more profitable," he said.

Ground will be broken in early May and production should start in the building by Aug. 15. Its design provides for expansion of commercial assembly production work.

The new building will be about 300 feet north of Erie St. at the rear of an employee parking lot. It will be made of steel and brickfaced masonry, one story high. The 250 by 160-foot building will be erected on a lease-back arrangement with the Torin Construction Co. Ltd. of Toronto.

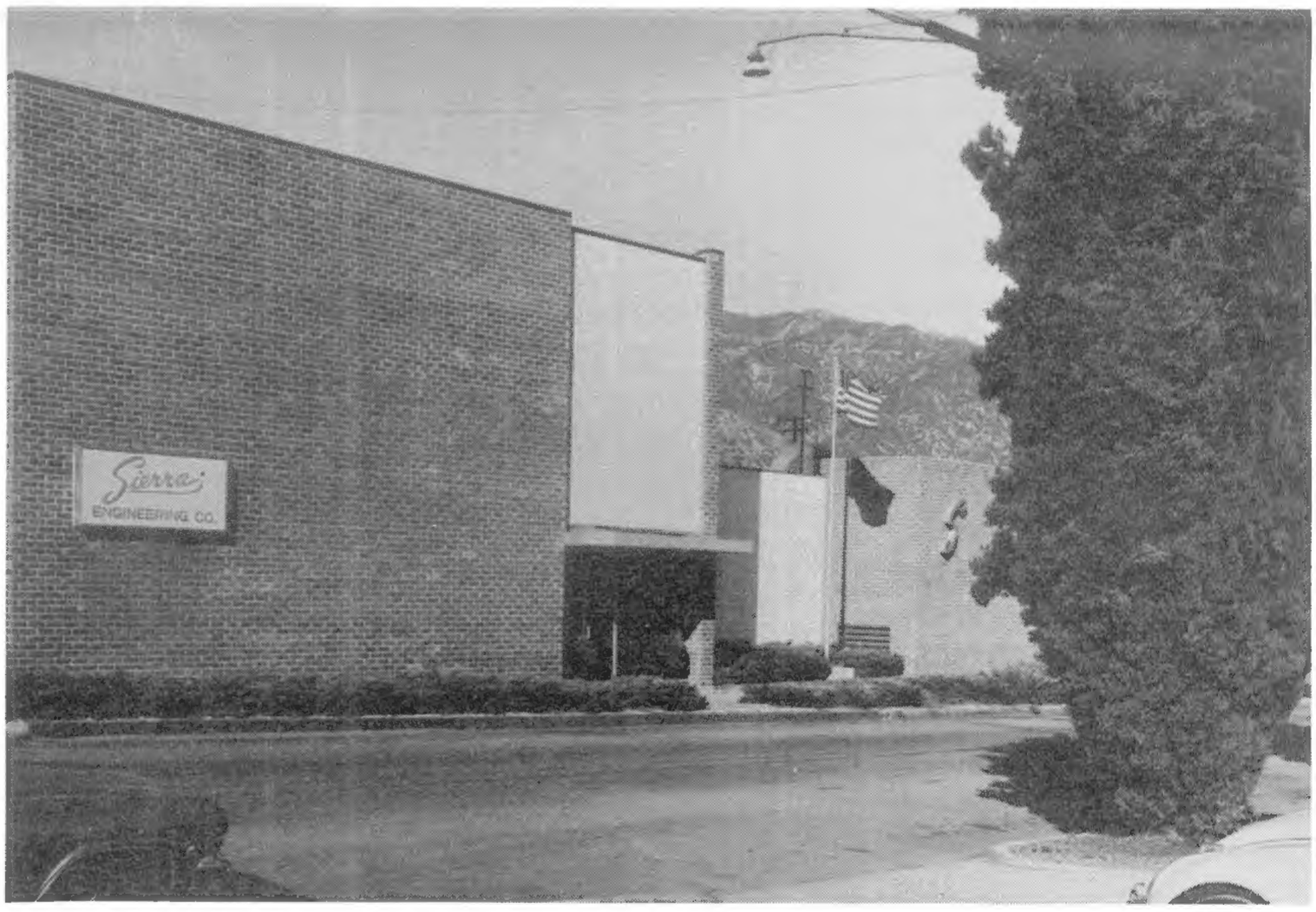
Subsidiary Activity

Torin is also building a new plant for Ward Hydronics Inc. of Alden, a Scott subsidiary, and a plant near Toronto for Scott's Canadian subsidiary, Scott Air-Pak Ltd.

Scott also told the shareholders that the consolidation of all production at Ward into the new plant on Walden Ave., Alden, which is scheduled to be completed in June, "will enable that division to achieve higher production and profit goals."

Re-elected were Scott and the following officers:

Howard A. Benzel, president; Maurice D. Whittall, vice president and treasurer; Howard O. Babcock, secretary; Richard A. Noelck, Arthur E. Miller and Kenneth J. Albrecht, vice presidents. The above were elected directors, along with Richard W. Cook, partner, Prescott & Co., and E. Perry Spink, president of Liberty National Bank & Trust Co.



The Sierra Madre plant located at 123 E. Montecito Avenue.

CapTech Becomes Scott Aviation-Sierra Products

September 18, 1978 — The merger of CapTech Inc. into Texace Corporation, an indirect wholly-owned subsidiary of A-T-O Inc. (NYSE), was announced today. Sierra Engineering, principal operating unit of CapTech, will be combined administratively with Scott Aviation of Lancaster, New York, a division of A-T-O which manufactures protective breathing and emergency oxygen equipment for use in aircraft and for fire fighting purposes. Sierra Engineering, Sierra Madre, California, produces flight and industrial safety equipment, including air and oxygen breathing masks.

A-T-O said that the Texace subsidiary will be designated for operating purposes as Scott Aviation-Sierra Products.

A-T-O, on July 12, 1978, announced the purchase of 28 percent of the outstanding common shares of CapTech from three of its principals and subsequently extended a tender offer for the remaining shares at the same $14.625 per share price.

A-T-O Inc., headquartered in Willoughby, Ohio, is a diversified operating company with 30 divisions manufacturing products for industrial, consumer and technical markets. Sales in 1977 were $568 million.

Navy Mask Contract Worth $100 Million To Scott Aviation

August 1981 — Today, Scott Aviation, a division of Figgie International Inc., Lancaster, New York, was awarded a $100 million contract by the U.S. Navy for an Emergency Escape Breathing Device (EEBD) to protect crew members in smoke-filled environments on board ship.

This contract is the largest single contract Scott Aviation or Figgie International Inc., formerly A-T-O Inc., has ever received. It will require Scott to build 436,000 units over a five-year period.

EEBD was developed by Scott as a result of a Research and Development contract awarded to the company to further explore the concept of an escape device using chemical oxygen.

This device, the only Navy approved unit, consists of a loose-fitting, fire-resistant hood with a neck seal and a connecting life support pack. This pack provides oxygen to the hood through the use of a chemical oxygen generator. A system of vent channels routes the supplied oxygen and exhaled gases through a scrubbing device. The air is filtered and re-enters the hood. This is a self-contained system. No outside air gains entrance, but controlled outward venting does occur via the neck seal. This precludes contamination. The device when donned provides 15 minutes of life-saving oxygen.

Until now the Navy has relied upon a high pressure breathing device for escape from below deck. Any high pressure device requires routine maintenance and testing of cylinders. In addition these types of devices are bulky, have a high weight factor and may leak during long periods of storage.

Scott has eliminated all of these factors with its design of EEBD. The unit is maintenance-free. It is lightweight and stowed in moisture-proof 9 x 8 x 4 inch containers, eliminating bulk. It is easy to don, even over eyeglasses and beards, and with the absence of oxygen in a gaseous state, cannot leak. There is no mouthpiece required so communications are unobstructed and the hood does not impair sound. EEBD also has a long term uninspected shelf life.

The Navy will replace all high pressure units on board existing ships in its fleet and outfit new ships with EEBD over the next five years.

Currently overseas governments are interested in the device and Scott has recently marketed a commercial version of the unit which is now being used by the airlines for on board emergencies. U.S. Embassies supply their staff members with personal units also. Other possibilities for commercial use include industry, high rise buildings, housing and office complexes, railroads — in short, any place where potentially harmful fumes may exist, any situation which someone's life may depend on an emergency escape from smoke, fumes or other toxic environments.

AVIATION FIRM TO RECEIVE E PENNANT, PINS

Concern at Lancaster Has Expanded Rapidly

November 4, 1942 — Exceptional war production achievement will bring to Scott Aviation Corporation of Lancaster next Wednesday evening an Army and Navy E pennant, while individual pins will be presented to employees. The Scott company was one of the first in the area to receive a sub-contract for war production, and has increased in size ten times in the last year. It makes precision instruments for the Army and Navy.

The ceremony will take place at Lancaster High School. The Navy will be represented by Rear Admiral Carlton Watts and Lt. Cmdr. William J. Connors, Jr., USNR, and the Army by Lieut. Col J. A. McDonnell of the Air Forces, who will present the pins.

President to Accept Pennant

Earle M. Scott, president of the company, will accept the pennant and Kenneth Albrecht will receive the pins on behalf of the employees. Invocation will be by the Rev. Edward N. Nemeschy, pastor of Town Line Lutheran Church, and benediction by the Rev. John Schmidt of St. Mary's Catholic Church. Music will be by the Lancaster High School band and Washington Post of the American Legion will provide the color guard.

The company has had a rapid growth since Scott, in 1932, began making parts for airplanes in the basement of his home at 114 Pleasant Avenue, Lancaster. In 1940, he was joined by Robert D. Pollock of the Manufacturers & Traders Trust Company, who became treasurer, and Emory C. Prior of Cleveland as secretary. In 1941, while negotiations were in progress with the British Air Commission for the production of precision instruments for the RAF, the matter was taken over by the lend-lease administration and the orders were placed through the U.S. Air Corps.

Many Women Employed

Since that time the plant has been enlarged many times. Howard A. Benzel, formerly with the Buffalo Aeronautical Corporation, is chief engineer, and Harold F. Whittaker, formerly with the du Pont Company, is personnel manager. The company employs more than 100 workers, half of them women. Recently an annex was erected to house a cafeteria.

The company stresses recreation, giving a ten-minute period morning and afternoon for this purpose. The workers have organized six men's and three women's bowling teams and boast 100 percent war bond purchases.

President Scott, proud of the high morale of his employees, credits them with a major share of the success of his company.

Tool Service Engineering Co. Joins A-T-O Inc.

Tool Service Engineering Co. in Monroe, North Carolina, is 30 minutes from Charlotte.

May 1, 1980 — The acquisition of Tool Service Engineering Co. in Monroe, N.C. has been announced by A-T-O Inc., a diversified international operating company with headquarters in Willoughby, Ohio.

Tool Service Engineering Co. specializes in precision, close tolerance machining and metal working.

A-T-O plans to retain present management and personnel at the Monroe facility which includes a 65,000 sq. ft. building on an 11-acre site.

James R. Huntley, President of Tool Service Engineering Co., continues in charge of the firm which he founded 33 years ago.

Tool Service Engineering Co. becomes a separate operating unit of Scott Aviation, an A-T-O division headquartered in Lancaster, N.Y.

A-T-O is a diversified international operating company which serves consumer, industrial, technical and service markets through more than 30 major divisions. Consolidated worldwide sales totaled $690,748,000 in 1979.

SCRAM: Winner of Two Awards

March 1981 — The protective hood along with a disposable life-support apparatus make up a complete device worn during an escape from an oxygen-deficient, smoky or toxic, gas-laden atmosphere. This is the function of SCRAM, Scott Aviation's newest Emergency Escape Breathing Device and it has been designed so well by Van Harwood, Group Engineer, it recently received two awards.

Materials Engineering Magazine awarded Scott with a citation for the best use of materials and fabrication processes for 1980. The material chosen for the hood is TFE-coated fiberglass treated with a thin coat of FEP to resist permeation of toxic environments. Teflon FEP film is used for the transparent visor. The hood is fabricated easily using all straight-line heat seals.

The second award was presented by Plastics World Magazine. Scott received second place in the Medical Health Category for design incorporating the use of a plastic called polysulfone. The housing, containing the oxygen-producing generator, the heart of the system, is assembled from twelve polysulfone parts which must withstand temperature reactions up to 400°F. In addition to the material's resistance to heat, its inherent toughness provides protection from rough treatment or strong impacts over years of storage and handling.

The idea for SCRAM was born out of a development contract awarded to Scott Aviation by the U.S. Navy for an emergency escape breathing device in 1974. The concept was created by L. G. "Red" Netteland, Manager of Engineering (Aviation/Government) and actual development is credited to Van Harwood, Group Engineer at Scott's Lancaster facilities.

THE SECRETARY OF COMMERCE
Washington, D.C. 20230

September 17, 1982

Mr. Edward J. Fierle
President, Scott Aviation
225 Erie Street
Lancaster, New York 14086

Dear Mr. Fierle:

On behalf of President Reagan, I congratulate the officers and employees of Scott Aviation on your company's 50th anniversary.

This is an appropriate occasion to acknowledge the debt that all our citizens owe to the companies that supply our armed forces, not only for the quality of the equipment they produce to meet stringent contract standards, but for their initiative in developing new techniques, new materials and new equipment. Such advances in technology--including important contributions by Scott Aviation--assist greatly in keeping our country secure.

Today the President's economic recovery program provides powerful incentives for business to modernize its plant and to increase productivity. This is certainly one of the keys to creating more jobs and building a sound and durable economy. I am confident that you at Scott Aviation will make full use of these current opportunities. With your support and example we will fulfill the promise of healthy growth and prosperity offered by our free enterprise system.

The President joins me in wishing you every success as your firm enters the second half of its first century of productive service.

Sincerely,

Malcolm Baldrige

Malcolm Baldrige
Secretary of Commerce

Scott Aviation Modernizes Local Facility

May 1982 — Production of chemical oxygen will resume today at Scott Aviation's Lancaster, New York Plant 2 after a four-week shutdown to complete a $300,000 renovation which will enable the company to meet shipping schedules on a $100 million U.S. Navy contract for Emergency Escape Breathing Devices (EEBD).

Improvements include additional floor space, improved production machinery, environmental controls, and additional energy conservation systems. All of these modifications will increase the safety factor in employee working conditions in addition to allowing Scott to almost double its production of EEBD's.

A new 1,200-square foot building containing an environmental control system has been erected to establish and maintain strict regulation of temperature and humidity in the manufacturing environment. Further, the manufacturing area contains environmentally controlled rooms and new processing equipment which will enhance the effectiveness of safeguards already in use.

An additional feature in the renovation is the inclusion of a heat recovery fan which will result in significant savings of energy. This will allow heat from the drying ovens to be reclaimed and used as building heat rather than being wasted.

A new floor plan and added space has increased the use of the manufacturing area. The dry room, where chemical oxygen is packaged, will be explosion-proof and have prefabricated insulated walls reducing manufacturing noise in the environment.

Scott Aviation plans to add a third shift in this area.

In addition to increasing its production capabilities, this improvement will enhance working conditions and provide Scott a substantial energy savings.

Did you find a Gold Star in this box?

If so, you are a winner. Go to the Machine Shop and claim your prize!

Published by and for employees, families and associates of Scott Aviation, a Figgie International Company, Lancaster, New York 14086.

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CORPORATE NAME CHANGE

March 18, 1981 — Based upon extensive studies conducted over a three-year period by several well-known consulting firms and individual experts, the Board of Directors of A-T-O announced today its desire to change the name of the corporation to Figgie International Inc. The name change will be proposed to the shareholders.

This decision is based upon the fact that the studies indicated that the present name, originating from the company's New York Stock Exchange ticker tape symbol, does not convey a recognizable meaning or understanding indicative of the corporation or the expanding international scope of its activities. It is periodically mistaken for a Greek letter fraternity of the same designation.

The extensive consulting analysis originally stemmed from a desire to standardize the presentation of the name throughout the company's 35 divisions. However, field studies showed that the name did not provide a clear nor lasting corporate identity among many of the broad areas the company served.

Further, the company, which already generates roughly 20 percent of its sales and profits in the international field, anticipates its future growth will become increasingly international in scope. Additional confusion could occur with the name of a large French multinational firm, ATO Chimie, which frequently uses ATO as its identity symbol. This firm, which is almost three times larger than A-T-O, currently does business in a large number of countries through its parent and many ATO subsidiaries.

Research analysis by the consultants indicated a much higher degree of recognition and retention of the founder's name by those outside the company than that of A-T-O or other names considered in the research investigations.

Since taking over its predecessor, "Automatic" Sprinkler Corporation of America, in December 1963, Mr. Figgie has consistently refused to allow the use of his family name in the course of the business. However, based upon the unanimity of the research studies over this extended period of time, he has agreed to comply with the recommendation of the experts.

In recent years Mr. Figgie has become increasingly prominent through his widely published articles on management, frequent lectures and major addresses. Under his leadership the company has made significant public contributions receiving national recognition in the fields of economic education and the study of crime in the United States.

The Board's decision reflects an awareness of the increasing need to counter anonymity in corporate life by enhancing the visibility of top leadership. This growing sentiment has led several highly qualified observers of both the international and national scenes to advocate the revival of the tradition of naming corporations after their founders. This is expected to be especially helpful overseas as the company continues to expand.

Harry E. Figgie, Jr., Chairman of the Board, Figgie International Inc.

A-T-O, whose annual compound growth rate since 1963 has exceeded 23 percent, reported sales of over ¾ billion dollars in 1980. Well diversified, it serves the consumer, industrial, technical and service markets through its more than 35 divisions. Currently headquartered in Willoughby, Ohio, it plans to relocate to Richmond, Virginia, in the summer of 1982.

Director of Security for Children's Hospital, Paul Palumbo receives a Scott Air-Pak from Larry Schmitt, Director of Industrial Relations and John Petroci, western division sales manager of Protective Equipment Supply Co.

Scott Aviation Donates Air-Pak to Children's Hospital

July 1982 — Today, at the Children's Hospital of Buffalo, Scott Aviation is presenting an Air-Pak IIa self-contained breathing apparatus for emergency evacuation of intensive care patients in the event of a disaster.

Representing Scott is Director of Industrial Relations Laurence T. Schmitt, who will present the Air-Pak to Hospital officials. John Petroci, western division sales manager for Protective Equipment Supply Company of Tonawanda, Scott's authorized area distributor, will provide required training to the Hospital's security staff after the presentation. The joint donation is valued at $950.

The Air-Pak IIa, which is furnished with Scott's new lightweight cylinder, will supply security staff members with a rated duration of 30 minutes of breathing air and reduce the weight of the cylinder by six pounds. In addition, this unit provides the user with an extra margin of safety in atmospheres immediately hostile to life through the use of a positive pressure feature which guards against smoke and toxic gases entering the facepiece.

Scott Plays Role At Three Mile Island Accident

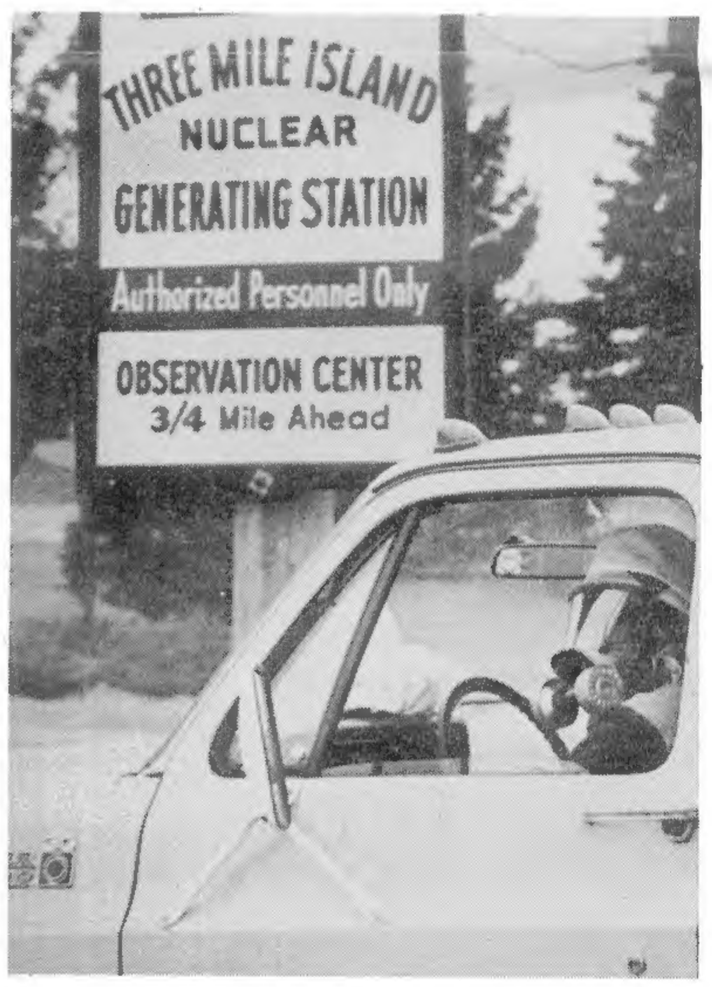
April 1979 — Scott Aviation, at South Haven, Michigan, played a major role in providing emergency protective equipment for workers at Three Mile Island Nuclear Power Plant near Harrisburg, Pennsylvania.

The officials at Scott Aviation shipped a hundred breathing masks and high efficiency filter cartridges which are capable of filtering dust containing radionuclides. Radionuclides are radioactive particles which have the ability, when decomposing, to emit radiation and form new radionuclides. These affect body tissue through respiration.

The possibility of these particles being present in the air and at the site of the accident in significant levels caused officials to use a filtering system such as the Twin Cartridge Respirator. What these high efficiency filters do is remove radionuclides attached to dusts, fumes and mists.

Additional orders placed for high efficiency filter cartridges were large and South Haven's inventory was insufficient to meet the demand. Personnel at the Michigan plants were asked to meet this emergency by extending work hours.

A large amount of single cartridge high efficiency filters were fabricated over that critical period at Three Mile Island. These were shipped as soon as possible in the continued effort to meet the accident's requirements.



The driver is wearing a Scott Full Facepiece Twin Cartridge Respirator as he leaves the Three Mile Island Nuclear Power Plant accident which occurred in March 1979.

The reactor is cooling down now and part of the shutdown safety requirements include special canisters for protection against radioactive iodides. Scott manufactures the equipment that can do the job. These are canisters which are being used in conjunction with the Scott-O-Vista mask via an adapter built at the Lancaster, New York plants.

It is not enough to build life support equipment. It is not enough to build it with quality. It is the dedicated efforts of those called on to put forth an extra effort that has made Scott Aviation what it is today.